

## CLAIMS

1 – 19. (Cancelled)

20. (Previously Presented) A golf car comprising:

    a frame supported by a plurality of wheels;

    an accelerator pedal;

    a brake pedal including a unitary foot actuated portion;

    a brake system receiving input from said brake pedal and generating an output to control a braking device through an operating stroke; and

    a brake pedal locking mechanism operatively cooperating with said brake pedal to provide a single locked position beyond an end of said operating stroke, said locking mechanism providing only a single distinctive clicking sound caused by a sharp metal-to-metal contact in the locking mechanism, informing an operator that said brake pedal has been depressed into a position to be latched in said single locked position, wherein said brake system operates in a normal mode by partially depressing said brake pedal and wherein said brake system operates in a parked mode by depressing said brake pedal further, and wherein when said brake system is in the parking mode, said brake system may be released by depressing said brake pedal beyond said single locked position.

21. (Previously Presented) The golf car of claim 20, further comprising a kickoff mechanism which couples said accelerator pedal to said brake pedal locking mechanism and which actuates said brake pedal locking mechanism to unlatch said brake pedal from said locked position upon actuation of said accelerator pedal.

22 - 24. (Cancelled)

25. (Previously Presented) A brake system for a vehicle comprising:  
a brake pedal having a unitary foot engaging portion;  
an accelerator pedal;  
a brake system receiving input from said brake pedal and generating a varying degree of braking power to control a braking device through a service braking stroke; and  
a locking mechanism for providing a single locked position for said brake pedal, said locking mechanism providing only a single distinctive clicking sound caused by a sharp metal-to-metal contact in the locking mechanism, informing an operator that said brake pedal had been depressed into a position to be latched in said single locked position, said locking mechanism operable to unlatch upon advancement of said brake pedal beyond said locked position.

26. (Previously Presented) The brake system of claim 25, further comprising a kickoff mechanism which couples said accelerator pedal to said brake pedal locking mechanism and which actuates said brake pedal locking mechanism to unlatch said brake pedal from said locked position upon actuation of said accelerator pedal.

27. (Previously Presented) The brake system of claim 25 wherein said brake system operates in a normal mode by partially depressing said brake pedal and wherein said brake system operates in a parked mode by depressing said brake pedal further, and wherein when said brake system is in the parking mode, said brake system may be released by depressing said brake pedal beyond said single locked position.

28. (Previously Presented) A method of operating a brake system of a vehicle comprising:

advancing a brake pedal having a unitary foot engaging portion from an at-rest position through an operating position;

advancing said unitary foot engaging portion of said brake pedal from said operating position to a position whereby only a single distinctive clicking sound caused by a sharp metal-to-metal contact in a locking mechanism of the brake system is emitted, signifying the locking mechanism latching said brake pedal in a proper single locked position; and

returning said brake pedal to said at-rest position by advancing said unitary foot engaging portion of said brake pedal beyond said locked position thereby unlatching said locking mechanism from said locked position.

29. (Previously Presented) The method of claim 28, further including permitting said brake pedal to return to said at-rest position.

30. (Previously Presented) A method for operating a brake system in a vehicle comprising:

advancing a unitary foot engaging portion of a brake pedal through an actuation stroke for providing a variable amount of stopping power onto at least one wheel of the vehicle;

further advancing said unitary foot engaging portion of said brake pedal until only a single distinctive clicking sound caused by a sharp metal-to-metal contact in a locking mechanism of the brake system is provided, identifying a single locked park position; and

withdrawing said brake pedal from said locked park position by advancing said unitary foot engaging portion brake pedal beyond said locked park position.

31. (Previously Presented) The method of claim 30, further including permitting said brake pedal to return to said at-rest position.

32. (Previously Presented) A golf car comprising:

- a frame supported by a plurality of wheels;
- an accelerator pedal;
- a brake pedal including a unitary foot actuated portion;
- a brake system receiving input from said brake pedal and generating a varying degree of braking power to control a braking device through a service braking stroke; and
- a brake pedal locking mechanism operatively cooperating with said brake pedal to provide a single locked position beyond an end of said service braking stroke, said locking mechanism providing only a single distinctive clicking sound caused by a sharp metal-to-metal contact in a locking mechanism of the brake system, informing an operator that said brake pedal has been depressed to a position to be latched in said locked position, wherein said brake system operates in a normal mode by partially depressing said brake pedal and wherein said brake system operates in a parked mode by depressing said brake pedal further, and wherein when said brake system is in the parking mode, said brake system may be released by depressing said brake pedal beyond said locked position.

33. (Previously Presented) The golf car of claim 32, further comprising a kickoff mechanism which couples said accelerator pedal to said brake pedal locking mechanism and which actuates said brake pedal locking mechanism to unlatch said brake pedal from said locked position upon actuation of said accelerator pedal.

34 - 36. (Cancelled)

37. (Previously Presented) A method of operating a brake system of a vehicle comprising:

advancing a brake pedal having a unitary foot engaging portion from an at-rest position through a service braking stroke;

advancing said unitary foot engaging portion of said brake pedal through said service braking stroke to a single locked position whereby only a single distinctive clicking sound caused by a sharp metal-to-metal contact in a locking mechanism of the brake system is emitted, signifying the locking mechanism latching said brake pedal in a single locked position; and

further advancing said unitary foot engaging portion pedal beyond said locked position to unlatch said locking mechanism from said locked position.

38. (Previously Presented) The method of claim 37, further including permitting said brake pedal to return to said at-rest position.

39. (Previously Presented) A method for operating a brake system in a vehicle comprising:

advancing a unitary foot engaging portion of a brake pedal through a service braking stroke for providing a variable amount of stopping power onto at least one wheel of the vehicle;

further advancing said unitary foot engaging portion of said brake pedal until only a single distinctive clicking sound caused by a sharp metal-to-metal contact in a locking mechanism of the brake system is provided, the clicking sound identifying a single locked park position where stopping power provided by the brake system is sufficient to preclude rotation of said at least one wheel; and

withdrawing said brake pedal from said locked park position by advancing said unitary foot engaging portion brake pedal beyond said locked park position.

40. (Previously Presented) The method of claim 39, further including permitting said brake pedal to return to said at-rest position.

41. (Cancelled).